

Weekly Aviation Headline News

The FAA said it was giving Boeing “flexibility and accommodating uncertainty in the certification timeline of the replacement dedicated freighter airplane, the 777-8F.”



777-8 freighter

© Boeing

Boeing 737 and 787 production stabilisation delayed but emissions waiver granted to sell 35 more 777F freighters

A mixed week for Boeing as it struggles to ramp up production of its 737 MAX and 787 jetliner but gets much-needed extension to sell 777F freighters beyond FAA efficiency rules which will take effect in 2028.

Boeing CEO Kelly Ortberg announced last Wednesday that the North American planemaker is taking “longer than expected” to stabilise the 737 MAX production rate at its target of 47 jets a month, while also downplaying expectations that China would announce a large jetliner order during a political summit next week. The company is keen to increase output of its most popular jet as a means to help it recover from a number of difficult years which have left it nearly US\$26 billion in debt and with a tarnished reputation. The company has not been able to make 737 wings fast enough to consistently feed the higher rate of 47 jets a month, Ortberg said. Boeing needs to speed up wing production and certify its new 737 production line in Everett, Washington, in order to raise output to 52 jets a month next year, he said, adding that the supply chain can support the move. According to Reuters news agency, Ortberg spoke at a conference hosted by Morgan Stanley last month and said that the largest variant of the 737 MAX, the 737-10, will be certified “very soon.” Certification of the 737-10 is several years behind schedule and makes up about 30% of all 737 orders. In August, U.S. regulators certified the smallest variant, the

737-7. In addition to inconsistent 737 production, Boeing’s plan to increase 787 Dreamliner production to ten jets a month is taking longer than expected due to engine shortages. The company is currently producing eight of the twin-aisle jets a month, but slow certification of premium seats has reduced deliveries, Ortberg said. Where the 777F is concerned, The Federal Aviation Administration said on Thursday, September 17, it approved a waiver of airplane emissions rules to allow Boeing to sell another 35 777F freighters after 2028. The waiver will allow Boeing to sell the planes for another three years after new emissions rules take effect on January 1, 2028, which would have barred the sale of the plane. Boeing in December 2025 had requested approval, citing strong customer demand and a delay in the next-generation plane’s certification. The 777F is the only large wide-body freighter in production, and its next-generation replacement, the 777-8F, is not expected to enter service until approximately 2029. Without the waiver, Boeing would have faced a gap in freighter production that it says could have cost more than US\$15 billion in U.S. exports. The FAA said it was giving Boeing “flexibility and

accommodating uncertainty in the certification timeline of the replacement dedicated freighter airplane, the 777-8F.” Under former President Joe Biden, the FAA in February 2024 issued final rules adopting international standards to reduce carbon pollution from most large airplanes flying in U.S. airspace, which would bar 777F sales beginning in 2028. The rules do not apply to airplanes in service before that date. The planemaker said earlier that each export of a 777F aircraft to a foreign customer, at list price, contributes US\$440 million to a positive U.S. trade balance. It said that more than US\$15 billion in U.S. exports could be lost, without the exemption. The company has said it expects to deliver the first 777-8F approximately two years after the first delivery of the 777-9, which is currently targeted for 2027. Boeing said the 777F is the most fuel-efficient airplane for the global freight market and the only large wide-body freighter in production. In 2024, Congress passed legislation allowing Boeing to continue to produce its 767 freighter for another five years through 2033 in the United States, exempting it from the FAA efficiency rules taking effect in 2028.



Willis
Engine Repair
Center®



PART 145

Locations:

Coconut Creek, Florida (US)

Bridgend, Wales (UK)

Johor, Malaysia (ASIA) - Coming Q1 2027!

Willis Engine Repair Center® (WERC®) is a fully approved Part 145 maintenance facility with EASA/FAA dual-release capabilities.

With state-of-the-art facilities located in both the US and UK, our field services team delivers aircraft engine solutions to our global customers.



MRO
Asia-Pacific

VISIT US - BOOTH #303

CAPABILITIES INCLUDE, BUT ARE NOT LIMITED TO:

- Lease Returns
- MPD Tasks
- Teardowns - CFM56 Series & V2500
- C-Checks
- Module Repairs & Swaps
- Airfoil Replacements
- Top Case Repairs
- Boroblending
- Borescope Inspections
- Engine Storage & Preservation
(US & UK combined storage 150,000 sq.ft.)
- On-Wing Field Service
- Approvals: EASA, FAA, 2-Reg, UK CAA, AFAC (US)

Our future capabilities will cover narrowbody engine platforms, including LEAP and GTF engines.

Willis Engine Repair Center®,
part of Willis Lease Finance Corporation

werc@williswerc.com | www.wlfc.global

AIRCRAFT & ENGINE NEWS

Red Sea Airlines to lease two 737 MAX 8s



Red Sea Airlines has ordered two Boeing 737 MAX 8s from SMBC
© AirTeamImages

Egypt's Red Sea Airlines has signed an agreement with SMBC Aviation Capital (SMBC) to lease two new Boeing 737 MAX 8 aircraft, with deliveries scheduled for July and August 2027, the airline said. The agreement was signed by Chief Executive Ahmed Shanan in the presence of Chairman and founder Hatem Kenawy and board members. The airline will also take delivery of a Boeing 737-800 NG from Aergo Capital by the end of 2026, following a recent agreement with Boeing. It is in talks with international lessors for seven additional aircraft as it targets a fleet of 14 planes by 2028. The fleet expansion is expected to strengthen Red Sea Airlines' connectivity to Sharm El Sheikh, Hurghada and Sphinx, as well as destinations serving the Red Sea region, the Pyramids and the Grand Egyptian Museum. The airline said it would continue to invest in safety, crew training, maintenance, technology and customer experience as it expands.

Orders and deliveries – Boeing and Airbus

Airbus v Boeing: Orders and Deliveries

August 2026 YTD (net orders)

Airbus			Boeing		
Type	Orders	Deliveries	Type	Orders	Deliveries
A220	161	60	737	268	324
A320 Family	783	369	767	6	22
A330	52	11	777	38	18
A350	95	35	787	141	54
Total	1091	475	Total	453	418

Source: Airbus

Source: Boeing

Romanian carrier TAROM receives first Boeing 737-8

CDB Aviation, the Irish subsidiary of China Development Bank Financial Leasing, has delivered the first Boeing 737-8 to Romanian flag carrier TAROM, marking the aircraft's entry into the airline's fleet. Bucharest-based TAROM plans to add four



TAROM B737-8 aircraft

© CDB Aviation

737-8 aircraft under a mix of operating and finance leases. The first two are being leased from CDB Aviation, with the second due for delivery this autumn. The fleet renewal forms a key part of TAROM's restructuring plan, which aims to optimise its network, improve operational efficiency and enhance the passenger experience. The 737-8 is expected to improve fleet efficiency while reducing fuel consumption and emissions by about 20% compared with the aircraft it replaces, according to the companies. TAROM plans to deploy the new aircraft on routes linking Romania with major European capitals as part of its fleet renewal programme.

Linfox takes delivery of Australia's first Airbus H160



Linfox Group's first Airbus H160 helicopter

© Airbus Helicopters

Melbourne-based logistics and supply chain group Linfox Group (Linfox) has taken delivery of Australia's first Airbus H160 helicopter, marking a milestone for next-generation rotorcraft in the region. The aircraft will support the group's business and corporate aviation operations, connecting its activities across Australia's diverse geography, from major urban centres to regional destinations. Certified to carry up to 12 passengers, the H160 has been configured by Linfox Aviation for eight passengers. The layout is designed to maximise the experience of the helicopter's large windows, spacious cabin and advanced onboard technology. "We are incredibly proud of this endorsement of the H160 by one of Australia's most respected operators," said Olivier Michalon, executive vice-president of Global Business at Airbus Helicopters. The aircraft was prepared for local entry into service by Pacific Crown Helicopters (PCH), a Part 145-certified maintenance organisation and long-standing Airbus Helicopters partner. PCH will provide ongoing support in line with international airworthiness standards. Designed as a multi-role platform, the H160 can perform missions ranging from search and rescue, homeland security, law enforcement and emergency medical services to military operations, offshore transport and private and business aviation. With its entry into Linfox's fleet, the H160 makes its Australian operational debut as Airbus Helicopters targets growing demand for advanced rotorcraft across the region.

AIRCRAFT & ENGINE NEWS

BermudAir becomes second global operator of E190F

Embraer and Regional One have confirmed that BermudAir has become the second airline worldwide to operate the Brazilian planemaker's E190F freighter, with the aircraft marking the first deployment of the converted jet in the Americas. BermudAir will operate one E190F leased from aircraft lessor Regional One, expanding the airline's existing passenger operation serving destinations across the Caribbean, the United States and Canada. The Bermuda-based carrier currently operates two E175s and two E190s and serves ten destinations. The addition of the E190F will allow it to transport express cargo, including shipments for local businesses, e-commerce and other time-sensitive freight, the companies said. "Cargo is a natural next step for us," BermudAir founder



BermudAir E190F

© Embraer

and Chief Executive Adam Scott said, adding that the freighter would allow the airline to extend its existing network and operational capabilities into cargo. Regional One has placed five firm orders for E190F aircraft since the freighter programme was launched, Embraer said. Two converted aircraft have already been delivered and entered service. The E190F is based on Embraer's E-Jets family, which has been in commercial operation for decades. The freighter is designed for the express cargo market, including routes to smaller and decentralised markets. The aircraft offers more than 100 cubic metres of cargo volume across its lower and upper decks and can carry up to 13.5 metric tonnes of payload, according to Embraer.

Powering Worldwide Partnerships Built on Engine Expertise



+353 61 363555

info@elfc.com

www.elfc.com

AIRCRAFT & ENGINE NEWS

Drukair selects LEAP engines for five Airbus aircraft



Gaël Méheust President and CEO of CFM International (l) and Tandi Wangchuk, CEO of Drukair (r)

Drukair, the national flag carrier of Bhutan, has selected CFM International's LEAP-1A engines to power five new Airbus A320neo-family aircraft, comprising three A320neos and two A321XLRs. The airline announced the aircraft order in 2024. "We are pleased to strengthen our partnership with CFM through this purchase of LEAP-1A engines," said Tandi Wangchuk, CEO of Drukair. "The LEAP-1A's efficiency and reliability will support Drukair's next phase of growth across Asia, while helping us strengthen connectivity and deliver greater value to our passengers." Drukair has been a CFM customer since 2004, when it took delivery of its first Airbus A319ceo powered by CFM56 engines. The airline currently operates one LEAP-powered A320neo alongside three CFM56-powered A319ceo aircraft.

Korean Air finalises order for 103 Boeing aircraft

Boeing and Korean Air have finalised an order for 103 aircraft, comprising 20 Boeing 777-9s, 25 787-10s, 50 737-10s and eight 777-8 Freighters, the U.S. planemaker said on Wednesday, September 16. The deal fulfils a procurement commitment announced by Korean Air in August 2025 and includes both wide-body and single-aisle aircraft as the airline moves to modernise its fleet. Boeing said the order was a result of bilateral trade negotiations and highlighted the industrial ties between the United States and South Korea. The previously unidentified order was marked at an event attended by Korean Air Chairman and CEO Walter Cho, Boeing Commercial Airplanes President and CEO Stephanie Pope, CFM International President and CEO Gaël Méheust, as well as senior U.S. and South Korean government and financial officials.



Korean Air's order includes, amongst other models, 50 B737 MAX 10 aircraft

© Boeing

Lufthansa orders 20 Boeing 737 MAX 10s as fleet overhaul continues



The Lufthansa Group has approved the purchase of 20 Boeing 737 MAX 10 aircraft

© Lufthansa Group

Lufthansa Group has approved the purchase of 20 Boeing 737 MAX 10 aircraft as the German airline group accelerates the renewal of its short- and medium-haul fleet, it said on Thursday, September 17. Lufthansa's supervisory board approved the exercise of options secured under a 2023 order for 40 Boeing 737 MAX 8 jets. That deal included 60 purchase options for additional aircraft from Boeing's 737 MAX family. Deliveries of the 20 newly ordered MAX 10s are scheduled to begin in the early 2030s, Lufthansa said. The aircraft will gradually replace older Airbus A320-family jets across the group. The MAX 10, the largest aircraft in Boeing's 737 MAX family, offers greater seating capacity than the MAX 8 and is expected to improve operating efficiency on European routes, Lufthansa said. The airline said the new aircraft will consume about 30%

less fuel than the aircraft they are intended to replace, while their higher seating capacity is expected to cut unit costs by around 20%. Lufthansa Group expects to receive more than 250 new aircraft by 2035 as part of its broader fleet modernisation programme, continuing its investment in newer and more fuel-efficient aircraft.

AIRCRAFT & ENGINE NEWS

EFW delivers final A330-200 freighter to EgyptAir

Elbe Flugzeugwerke (EFW) has redelivered the fifth and final Airbus A330-200 converted freighter to EgyptAir Cargo under its current agreement with the Egyptian carrier, the German aircraft conversion specialist said. The delivery marks another step in a partnership between EFW and EgyptAir Cargo that dates back nearly 30 years. EgyptAir was the launch customer for the A330-200 passenger-to-freighter (P2F) programme, with the first aircraft delivered in 2018. With the latest delivery, EFW has redelivered nine Airbus wide-body freighters from different aircraft generations to EgyptAir from its facilities in Dresden, Germany, it said.



EFW has redelivered the last of five Airbus A330-200P2F aircraft to EgyptAir Cargo

© EFW

Jupiter Jet leases Boeing 757 Freighter from AerSale



Jupiter Air Boeing 757-200PCF

© AerSale

AerSale said that it had leased a Boeing 757-200PCF freighter to Kazakhstan-based cargo airline Jupiter Jet as the carrier expands its regional and international freight operations. The aircraft will support the cargo airlines' fleet expansion and is suited to express cargo and e-commerce networks across Central Asia and neighbouring markets, AerSale said. "The aircraft's performance and economics make it an excellent fit for our expanding cargo network," Jupiter Jet Chief Executive Erik Kozbagarov said. AerSale, a supplier of commercial aircraft, engines and aviation products, did not disclose financial terms of the lease.

MRO & PRODUCTION NEWS

Iberia wins unrestricted approval for A350 heavy maintenance

Iberia has secured approval from Spain's aviation safety authority to carry out heavy maintenance on its entire Airbus A350 fleet, the airline said. The Spanish Aviation Safety and Security Agency (AESA) granted Iberia's Heavy Maintenance division the authorisation without operational limitations, giving the company full maintenance capabilities for the A350 for the first time. The approval follows two years of work involving more than 150 actions covering training, engineering, production, materials, equipment, infrastructure, documentation, organisation, quality and IT systems, Iberia said. Iberia said the unrestricted approval from the outset reflected the confidence of Spanish aviation authorities in its maintenance capabilities. The authorisation strengthens Iberia Maintenance's position in the aircraft maintenance market and is expected to create new opportunities for the expansion of its maintenance business, the airline said.



Iberia obtains authorisation to carry out comprehensive maintenance on A350 aircraft

© Iberia

MRO & PRODUCTION NEWS

EPCOR and cargo airline mas sign five-year A330 APU support deal



EPCOR and mas have signed a long-term APU support agreement for mas' A330 fleet © AirTeamImages

EPCOR, part of Air France Industries KLM Engineering & Maintenance (AFI KLM E&M), has signed a five-year agreement with Mexican cargo airline mas to provide long-term support for its Airbus A330 auxiliary power unit (APU) fleet. The agreement covers five A330s equipped with GTCP331-350 APUs and marks the first contract between EPCOR and mas. As mas expands its international cargo operations and fleet, the agreement is designed to provide predictable APU support and help maximise fleet availability and operational continuity. Under the deal, EPCOR will provide APU shop-visit maintenance, replacement APU leasing, engineering support and Prognos® for APU, its predictive maintenance solution aimed at improving maintenance planning and predictability. The support package has been tailored to mas' operational requirements, while access to replacement APUs through EPCOR's lease pool will provide additional flexibility as the airline manages its APU needs. The combination of maintenance, asset management, engineering and predictive services is intended to give mas greater control over APU requirements while supporting the reliability and operational performance of its A330 fleet. The agreement combines EPCOR's specialised APU capabilities with the broader operational perspective and MRO expertise of AFI KLM E&M. EPCOR provides APU maintenance for a wide range of commercial aircraft, including the Airbus A330 and A350, and offers complementary asset management solutions, including APU leasing and exchanges, as well as Prognos® for APU for predictive maintenance support. As mas continues to develop its international cargo operations, the airline currently operates five Airbus A330 aircraft and is looking to further expand its fleet, with additional A330 aircraft and potential future fleet development including the Airbus A350 and Boeing 777F.

DELIVERING A QUANTUM LEAP IN SERVICE

When it comes to maintaining your LEAP-1A or LEAP-1B fleet, StandardAero offers a singular level of service.

We are a CFM LEAP Premier MRO provider

StandardAero

Vietjet, CFM assess Vietnam LEAP engine MRO

CFM International and Vietnam's Vietjet have signed a letter of intent to assess the feasibility of developing local maintenance, repair and overhaul (MRO) capabilities for LEAP engines in Vietnam, the companies said during Vietnamese General Secretary and President To Lam's official visit to France. Under the agreement, CFM would propose a consulting arrangement to advise Vietjet on engine MRO requirements, capabilities, infrastructure, workforce needs and other industry considerations linked to a potential local maintenance operation. The initiative comes as Vietjet expands its next-generation fleet and could support the airline's long-term operations while helping Vietnam develop high-value aerospace services, train internationally qualified engineers and deepen its role in the global aviation supply chain. CFM has powered Vietjet's growth since the airline took delivery of its first CFM56-powered Airbus A320ceo in 2014. Vietjet now operates 50 CFM56-powered A320ceo and A321ceo aircraft. The relationship is set to enter a new phase following Vietjet's recent order for 200 Boeing 737-8 aircraft, including 737-8 and 737-8-200 models powered by CFM LEAP-1B engines.



The MRO was signed during Vietnamese General Secretary and President To Lam's official visit to France © CFM International

IATA

WORLD SAFETY & OPERATIONS CONFERENCE

**6-8 October 2026
Istanbul, Türkiye**

Performance Through People: Why Aviation's Human Edge Matters More Than Ever

By Mark Searle, IATA Global Director, Safety

Aviation has never had more data, sophisticated technology or advanced tools to support safe operations. AI can identify patterns across vast datasets, predictive analytics can help detect emerging risks, and automation increasingly supports areas ranging from maintenance and flight operations to safety management and emergency response planning.

Yet amid this technological progress, one essential truth remains: aviation safety depends on people. That is why the IATA World Safety and Operations Conference, taking place in Istanbul, Türkiye, from 6 to 8 October, will put people at the centre of the discussion under the theme "Performance Through People: Driving Safety, Operational Agility, and Crisis Response."

Technology can generate insights, alert people to risks and support operational decisions. But it is people who interpret information, apply judgement, respond to disruption and take responsibility for action.

Every day across the aviation ecosystem, pilots, engineers, maintenance technicians, air traffic controllers, cabin crew, dispatchers, operational teams and safety specialists make decisions that keep the industry moving safely. They assess risks, manage uncertainty and respond to situations that cannot always be addressed by technology alone.

This human capability is becoming even more important as aviation navigates an increasingly complex operating environment. Geopolitical disruption can alter flight paths and close airspace

with little warning. Risks such as runway incursions require people to maintain situational awareness and act decisively, while severe weather and emerging technologies are changing how work is performed and risks are managed.

Success therefore depends not only on having the right technology, but also on equipping people with the skills, training and support to use it effectively. Safety professionals must be able to interpret and challenge AI-generated insights. Operational teams must know how to work alongside automated systems while retaining the expertise to intervene when necessary. Leaders must foster cultures that encourage reporting, learning and continuous improvement.

Technology provides tools and insights. Human expertise determines how they are used.

This is not a new lesson. Aviation's strong safety performance has been built on decades of investment in human factors, crew resource management, safety culture and organizational resilience. The industry has long understood that incidents rarely result from a single technical failure. They more often involve complex interactions among people, systems and organizational processes. Today's challenges require us to continue developing that understanding.

This means giving safety professionals access to high-quality training and development. It means creating environments in which employees feel able to report concerns and organizations can

learn from them. It also means recognizing the importance of mental health, wellbeing and peer support, and ensuring that organizations understand their duty of care before, during and after an incident.

We must also prepare a new generation to enter the workforce. Aviation needs to attract, develop and retain the talent required to sustain world-class safety performance. Technical expertise remains essential, but so do leadership, communication, critical thinking and collaborative problem-solving. Developing the next generation of safety leaders is therefore not simply a workforce priority. It is a safety imperative.

WSOC 2026 will bring together airlines, regulators, manufacturers, airports, air navigation service providers and safety experts to examine how people interact with technology, how organizations can strengthen resilience and how aviation can prepare its workforce for the future.

Across dedicated tracks covering Safety, Cabin Operations, Operations and Crisis Management, the programme will address subjects including human-centred safety, talent development, crisis management, mental health, emergency response planning and the effect of geopolitical risks on people and operational performance.

These are not separate conversations. They are connected by a common question: how can we create the conditions in which people consistently perform at their best?

The answer will help shape aviation's future.

Host Airline



**TURKISH
AIRLINES**



MRO & PRODUCTION NEWS

Boeing completes first American Airlines 737 MAX landing gear exchange

Boeing and American Airlines have completed the first landing gear exchange on a 737 MAX, a milestone that extends Boeing's long-standing Landing Gear Exchange Program to its latest generation of single-aisle aircraft. The exchange demonstrates Boeing's ability to provide fully overhauled and certified main and nose landing gear assemblies ready for installation, potentially reducing aircraft downtime and the need for airlines to hold costly spare gear. Under the programme, Boeing overhauls and certifies landing gear assemblies before delivering them with the required installation kits. For the American Airlines exchange, the assemblies were supplied with installation kits, excluding wheels, tires and brakes. Boeing said the completed swap validated the process from technical overhaul and documentation through delivery, demonstrating that the exchange model can be applied to the 737 MAX fleet. The programme offers airlines an alternative to purchasing and storing expensive spare landing gear, while providing access to replacement assemblies when required. Boeing is also expanding its global overhaul capacity and working with certified maintenance, repair and overhaul (MRO) partners to increase geographic coverage and reduce lead times. The company's near-term priorities include expanding its inventory of 737 MAX-capable exchange assemblies, adding forward-exchange capacity closer to customer operations and tracking downtime and cost data as the programme scales.



An American Airlines 737 MAX on take-off

© Boeing

Project NEWBORN achieves hydrogen-electric propulsion milestone for aircraft



NEWBORN develops and demonstrates the TRL 4 ground demonstrator of the overall propulsion system using fuel cells technology for electricity generation

© NEWBORN

the complete propulsion system, in which hydrogen fuel cells and batteries will provide electricity to a megawatt-class electric motor driving an aircraft propeller. Honeywell has developed a dedicated test platform to replicate a range of aircraft functions and assess the hydrogen power source under controlled conditions. The platform is installed at the research and engineering facility operated by ÚJV Řež near Prague and includes power generation, fluid distribution, electrical and control systems, safety equipment and heat-rejection systems. Engineers have tested the integrated system for electrical functionality, leak tightness, fluid operating parameters, interaction between subsystems, control algorithms and protection mechanisms. Further testing will focus on increasing the system's power range and improving its stability and resilience, Honeywell said. The project involves multiple teams working on hardware, software, modelling, simulations and integration. Companies and research institutions including PowerCell, Fraunhofer, Test-Fuchs, Siemens Industry Software, KU Leuven, Friedrich-Alexander-Universität Erlangen-Nürnberg and CIRA have contributed to different elements of the programme. The hydrogen power source will now be transferred to Gorizia, Italy, where the next phase of testing will take place. There, it will be connected to battery systems supplied by Pipistrel and a megawatt-class electric propulsion system jointly developed by the University of Nottingham, Honeywell Aerospace and Pipistrel. The project is intended to bring together technologies developed across Europe and demonstrate their operation as an integrated hydrogen-electric propulsion system, a step towards the use of hydrogen fuel cells in future aircraft.

Honeywell Aerospace said its engineering team in Brno, the Czech Republic, has successfully integrated the main subsystems of a hydrogen fuel-cell power source capable of generating and supplying electricity for an aircraft, marking progress in a European project aimed at developing low-emission aviation technology. The work is part of Project NEWBORN, launched in 2023 and funded by the European Union through the Clean Aviation Joint Undertaking. The project brings together 18 companies and research organisations from ten European countries to develop an aerospace-qualified hydrogen fuel cell propulsion system capable of delivering power in the megawatt class. The completed integration brings together fuel cells and other electrical and supporting systems into a functional hydrogen power source. The next stage will be a ground demonstration of

**AVAILABILITY IS
NOT OPTIONAL**



AERASET

WWW.AERASETGROUP.COM

MRO & PRODUCTION NEWS

TAT Technologies joins Beyond Aero hydrogen aircraft

TAT Technologies has partnered with French aerospace company Beyond Aero to help define the thermal management architecture for its hydrogen-electric business aircraft programme, the companies said. Beyond Aero is developing the ONE, a clean-sheet aircraft designed around hydrogen-electric propulsion that aims to carry six passengers up to 800 nautical miles (1,500 km), about five times farther than comparable battery-powered aircraft. The Toulouse- and Paris-based company, which also operates in Los Angeles, was founded in 2020 and focuses on fuel-cell propulsion, gaseous hydrogen storage and advanced thermal management. It has more than 80 aerospace engineers, it said. As part of the collaboration, Beyond Aero is integrating TAT Technologies' Universal Cooling System (UCS) into the ONE design. The scalable thermal management system is designed to provide cooling across a range of operating conditions while meeting the size, weight and performance requirements of electric and hydrogen-electric aircraft.



Beyond Aero is developing the ONE, a clean-sheet aircraft designed around hydrogen-electric propulsion

© TAT

Airbus opens Toulouse delivery centre to support increase of A320 output



Airbus strengthens its A320-family delivery capacity in Toulouse with a new integrated delivery centre

© Airbus

groundwater resources, Airbus said. The facility is intended to support Airbus' longer-term production plans as the planemaker increases output of its best-selling single-aisle aircraft. Airbus said in April it was targeting monthly production of between 70 and 75 A320-family aircraft by the end of 2027, with output expected to stabilise at 75 aircraft a month thereafter. The A320 family backlog stood at 7,577 aircraft at the end of August, including 5,691 A321neo aircraft, according to Airbus.

Airbus has opened a new delivery centre in Toulouse to support higher production of its A320 family of aircraft, bringing final technical work and customer handovers together at one site. The 35,000 m² facility at Airbus' Jean-Luc Lagardère site in north-west Toulouse has 16 aircraft positions near the final assembly line and a dedicated hall for technical adjustments and finishing work on single-aisle aircraft. Airbus said the centre would streamline production flows and speed up the final stages before aircraft are handed over to customers. The project involved more than 700 workers and 50 partner companies. A new customer area includes a customs clearance zone for international buyers, while workspaces have been designed to give customers a direct view of their aircraft. The site also makes use of existing infrastructure, with building utilities installed above ground on a specially designed bridge to avoid disrupting

Mint Turbines gains Pratt & Whitney Canada overhaul designation

Mint Turbines has been named a Pratt & Whitney Canada Designated Overhaul Facility, expanding the independent maintenance provider's portfolio of original equipment manufacturer authorisations, the company said. The designation allows Mint Turbines to perform Pratt & Whitney Canada-approved overhaul services for PT6A and PT6T series en-

gines, subject to the manufacturer's requirements for quality systems, technical capability and regulatory compliance. The company said the authorisation will give operators access to OEM-approved overhaul services alongside its 24-hour customer support and field service capabilities. The Pratt & Whitney Canada designation adds to Mint Turbines' existing OEM

authorisations, including those from General Electric and Ozark Aeroworks, as well as Rolls-Royce through its sister company Airborne Engines in Canada. Mint Turbines said the authorisations broaden its ability to provide certified engine support to government, commercial and specialist aviation operators.

MRO & PRODUCTION NEWS

Xiamen Air picks Altitude for Heathrow 787 maintenance



Xiamen Air aircraft at London Heathrow Airport

© Altitude Engineering

Dublin-based aircraft maintenance provider Altitude Engineering (Altitude) has signed a long-term agreement with Xiamen Air to provide scheduled line maintenance services for the carrier's Boeing 787 Dreamliner operations at London Heathrow Airport. The contract covers scheduled flight operations beginning in September 2026. Under the agreement, Altitude will carry out routine line maintenance checks and defect rectification for Xiamen Air's 787 fleet as the carrier launches a new route between London and Xiamen. Altitude has expanded its presence as an independent line maintenance provider in Europe, operating at major airports and supporting international passenger and cargo carriers with maintenance services for wide-body and narrow-body aircraft. Its Heathrow operation has also grown in recent years, supported by demand from short- and long-haul operators seeking technical support at the international hub.

GKN Aerospace starts US\$16 million North Charlestown expansion



GKN Aerospace breaks ground on North Charlestown expansion

© GKN Aerospace

Tomas Lindsta, Senior Vice President of OE Product Solutions at GKN Aerospace, said, "By bringing more manufacturing processes in-house, we can further develop our employees' skills, gain greater flexibility and respond more effectively to our customers' evolving needs as our business continues to grow," he said.

GKN Aerospace has begun construction on a US\$16 million expansion of its North Charlestown facility in Indiana, increasing capacity for aero-engine components and supporting growth across its engine components business, the company said. The project will add about 57,000 ft² to the site, bringing its total footprint to nearly 97,000 ft². The expanded facility will add manufacturing capabilities including turning, surface finishing and non-destructive testing, allowing more production processes to be carried out on site and helping to improve efficiency and reduce lead times, GKN Aerospace said. The investment, announced earlier this year, will also provide space for additional employees and support a broader range of manufacturing activities as demand grows. "This expansion gives us the space to grow our team, increase production capacity and broaden our capabilities,"

Vietjet, Thales sign aircraft maintenance deal



Vietjet and Thales have signed an MRO contract covering components for the carrier's A320 and A330 fleets

© AirTeamImages

Vietnamese airline Vietjet and French technology group Thales have signed a maintenance, repair and overhaul contract covering components for Vietjet's Airbus A320 and A330 fleets, the companies said. Under the Repair-By-The-Hour agreement, Thales will provide component maintenance services aimed at improving aircraft availability, reducing operating lifecycle costs and speeding up repairs, they said. The deal comes as aviation forms part of the Comprehensive Strategic Partnership between France and Vietnam, established in October 2024, and will draw on Thales' global maintenance network as Vietjet modernises its fleet. The companies also signed a memorandum of understanding covering digital aviation, avionics, cybersecurity and artificial intelligence. The agreement will explore technologies for optimising flight operations, data-driven maintenance and Thales' connected aircraft services. The cooperation will also examine the use of AI and cybersecurity to protect Vietjet's critical aviation systems through cloud-based security solutions, predictive analytics and decision-support tools, the companies said. Thales said it has more than 800 AI specialists and combines aviation expertise with technology capabilities in areas including cybersecurity and artificial intelligence.

FINANCIAL NEWS

airBaltic files for Chapter 11



airBaltic has initiated Chapter 11 financial reorganisation

© AirTeamImages

Latvia's national airline airBaltic said this Monday it and certain subsidiaries had voluntarily filed for Chapter 11 bankruptcy protection in the United States, seeking to restructure its finances while continuing to operate flights as normal. The carrier, which describes itself as the leading airline in the Baltic states, said the proceedings were initiated in the U.S. Bankruptcy Court for the Southern District of New York. The restructuring is intended to give airBaltic a framework to negotiate with creditors, including aircraft lessors and other stakeholders, while protecting the airline from creditor claims during the process. "Under court supervision and with protection from creditor claims, this process provides a clear framework and timetable for reaching agreements with creditors," Andrejs Martinovs, Chairman of airBaltic's Supervisory Board, said in a statement. The airline said the process would not affect passengers or its day-to-day operations. Flights are expected to operate as scheduled, while tickets and reservations will remain valid. Customers with upcoming travel do not need to take any action, airBaltic said. Refunds, vouchers, gift cards and credits related to baggage or service claims will continue to be handled under existing policies. airBaltic said it had entered the Chapter 11 process with a

commitment for €350 million (US\$407 million) in new debtor-in-possession, or DIP, financing. The financing has been arranged by Strategic Value Partners, acting as DIP arranger, with Barclays, Hayfin Capital Management, Morgan Stanley and Oaktree Capital Management participating as additional lenders. The company said it would seek approval from the U.S. court to access the financing in the coming days. Combined with cash generated by its ongoing operations, the new funding is expected to provide sufficient liquidity for airBaltic to continue operating throughout the Chapter 11 process. The airline said its objective was to emerge from the restructuring with a stronger financial position and a substantially reduced level of obligations that it can manage over the long term. Martinovs said the process would require "strict financial discipline" and that airBaltic would have to meet a number of conditions during the restructuring. "The central priority set for the airBaltic Management Board – to keep flying and to maintain Latvia's connectivity," Martinovs said. The Chapter 11 filing comes as the carrier seeks to address its financial obligations while maintaining its role as a key link between Latvia and the wider Baltic region. The company said it had a strong management team and experienced advisers with direct experience of Chapter 11 proceedings.

Neuberger launches aerospace finance platform

Neuberger Specialty Finance (NBSF) has agreed with a group of aerospace finance professionals to launch New Bridge AeroFinance, an aerospace financing platform that will originate and acquire loans and other debt instruments across the sector. The platform, which will be led by Richard Moody alongside co-founders and principals Debbie Frew and William Glaister, initially aims to build a portfolio worth more than US\$2 billion. New Bridge Aero will target asset-based investments designed to provide downside protection and durable cash flows, NBSF said. Moody most recently served as global head of aviation finance at Hamburg Commercial Bank and previously led transportation finance globally at Deutsche Bank. Frew has held senior aviation finance roles at Hamburg Commercial Bank and Deutsche Bank, while Glaister previously served as global head of asset finance at law firm Clifford Chance. NBSF is the asset-based finance arm of Neuberger, a private, independent and employee-owned investment manager with US\$613 billion in assets across equities, fixed income, private equity, real estate and hedge funds. Since launching its strategy in 2018, NBSF has managed more than US\$5 billion across more than 50 portfolio companies and investment vehicles. The group, led by Peter Sterling, has invested more than US\$16 billion through 80 global origination partners, including commercial banks and fintech firms, across thousands of underlying loans.



NBSF launches aerospace finance platform 'New Bridge AeroFinance'

© NBSF

FINANCIAL NEWS

Harbour Air to buy Pacific Coastal in B.C. airline deal



Harbour Air will acquire Pacific Coastal Airlines, forming a new regional airline group under Canadian ownership © PCA

Canadian regional carrier Harbour Air has agreed to acquire Pacific Coastal Airlines (PCA), bringing the two airlines under common Canadian ownership and creating a new regional airline group, the companies said. The deal will combine Harbour Air's seaplane network with PCA's wheeled-aircraft operations, expanding connectivity and access to destinations across British Columbia. Both airlines will retain their brands and customer offerings under the new group. The combined network will continue to serve existing routes and provide service to 25 communities, while the companies plan to pursue additional routes and connections across the province. The group will also seek to strengthen Vancouver as a regional hub, with greater access to airline partnerships and onward connections through Vancouver International Airport. The airlines said the combination will also expand loyalty programme benefits and low-fare options. Harbour Air and PCA said the transaction is expected to support long-term growth in Canada's aviation market, while protecting and creating local jobs and maintaining investment in communities across British Columbia. The deal brings together two airlines with 40-year histories and a shared focus on employees, passengers and the communities they serve, the companies said.

MILITARY AND DEFENCE

Northrop Grumman opens Maryland propulsion centre

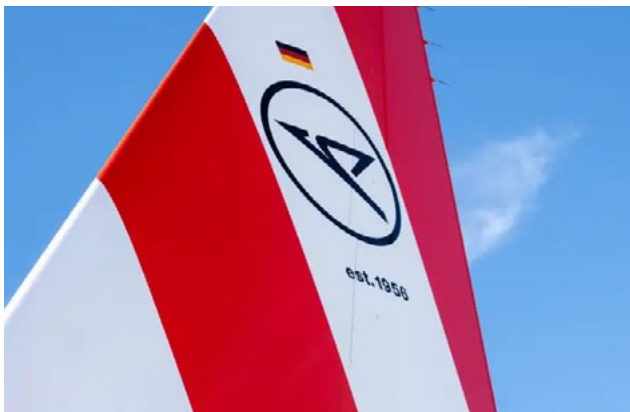
Northrop Grumman has opened a 57,000 ft² propulsion facility in Elkton, Maryland, housing 250 engineers working on advanced propulsion technologies for US and allied defence programmes. The Propulsion Innovation Center expands the company's solid rocket motor capacity across its propulsion manufacturing network and is expected to create additional skilled engineering and manufacturing jobs in the state. The investment comes as demand grows for tactical missile and hypersonic propulsion technologies, Northrop Grumman said. Maryland Governor Wes Moore joined company executives, employees, local officials and industry partners at a ribbon-cutting ceremony to mark the opening. The centre forms part of a broader US\$100 million investment at Northrop Grumman's Elkton site aimed at increasing capacity for hypersonic air-breathing propulsion and solid rocket motors. Alongside other construction, modernisation and infrastructure upgrades at the company's 550-acre Propulsion Systems & Controls site, the investment is expected to increase on-site solid rocket motor design and manufacturing capacity by 25% and support more than 30% growth in staffing.



Maryland Governor Wes Moore (third from left) joined company executives, employees, local officials and industry partners at a ribbon-cutting ceremony © Northrop Grumman

INFORMATION TECHNOLOGY

Condor goes live with digital aircraft tech log AMOSeTL



Condor A320 tailfin

© Condor

German airline Condor has moved its entire fleet to AMOSeTL, an electronic technical log solution integrated with maintenance software provider Swiss-AS's AMOS platform, Swiss-AS said. The airline completed the rollout in July 2026 following a preparation and testing phase, covering about 60 aircraft, including Airbus A330neos and A320-family aircraft. Condor is using AMOSeTL's pilot, cabin and maintenance modes, creating a digital workflow for cockpit and cabin crews as well as internal and external maintenance teams. The system connects directly with AMOS, allowing technical log entries and reported defects to be transferred to the airline's maintenance system. This gives maintenance control and maintenance teams timely access to aircraft-related information and is intended to reduce handovers in the technical log process, Swiss-AS said.

OTHER NEWS

Saab has signed a contract with Bulgaria's air navigation services provider **BULATSA** to upgrade air traffic control operations at Sofia, Varna and Burgas airports, the Swedish defence and aerospace group said. Saab will supply the latest version of its Integrated Air Traffic Control Suite (I-ATS), a scalable platform designed to give tower and approach controllers tools to manage air traffic safely and efficiently. The contract includes an Advanced Surface Movement Guidance and Control



Saab to deliver I-ATS to three airports in Bulgaria

© Saab

System (A-SMGCS) for Sofia Airport, an upgraded human-machine interface and support for requirements under the European Union's Common Project One (CP1). The upgrades are intended to strengthen and modernise BULATSA's air traffic control capabilities at the three airports and support future operational requirements, Saab said. BULATSA is responsible for the safe and efficient management of air traffic in Bulgarian-controlled airspace.

Etihad Airways and **Swissport** have signed a memorandum of understanding to expand their global partnership, increasing the number of airports where Swissport provides services to the UAE airline from 30 to 40. The expanded agreement covers airports across Africa, Europe, North America, the Middle East and Asia, adding ten locations to Swissport's existing operations for Etihad. The companies will cooperate on ground handling and cargo services, with plans to explore airport hospitality through Swissport's Aspire lounge brand, which operates 110 lounges worldwide. Technology and innovation will

play a key role in the expanded global partnership, with the companies exploring ways to improve operational efficiency, service delivery and the passenger experience. The partners will look at automation, artificial intelligence and data-driven solutions, including Swissport's work on autonomous ground vehicles, to support safer and more efficient airport operations. The agreement provides a framework for the partners to add airports and services as Etihad expands its network, while developing the people and capabilities needed to support the partnership, the companies said.

INDUSTRY PEOPLE



Jilinda Crowley

- Aviation Capital Group (ACG) has appointed **Jilinda Crowley** as Executive Vice-President and Chief Financial Officer, effective immediately. Based at ACG's headquarters in Newport Beach,

California, she will oversee the aircraft lessor's financial strategy and lead its finance team, including treasury, risk, tax, accounting, pricing and financial planning and analysis. Crowley brings more than 20 years of aviation and aerospace finance experience to ACG. She spent 14 years in senior finance positions at Rolls-Royce before taking CFO roles at aviation

and aerospace companies including Electra Aero, magniX and Skydwell Aero. Crowley succeeds **Jaime Crear**, who had served as interim CFO alongside her role as Chief Administrative Officer. Crear will remain Chief Administrative Officer.



Jill Albertelli

- RTX has appointed **Jill Albertelli** as President of Pratt & Whitney, effective January 1, 2027, succeeding **Shane Eddy**, who plans to retire, the aerospace company said. Albertelli will report to RTX Chairman and CEO **Chris Calio**. She has more than 30 years of experience at Pratt & Whitney across engineering, manufacturing, quality, supply

AviTrader Publications Corp.
Suite 305, South Tower
5811 Cooney Road
Richmond, BC
Canada V6X 3M1

Publisher
Peter Jorssen
Tel: +1 604 318 5207

Editor
Heike Tamm [Linked in](#)
editor@avitrader.com
Tel: +34 (0) 971 612 130

Advertising Inquiries
Tamar Jorssen [Linked in](#)
Central, North & South America
tamar.jorssen@avitrader.com
Phone: +1 (778) 213 8543

Advertising Inquiries "International"
Malte Tamm [Linked in](#)
Europe, Middle East & Asia
malte.tamm@avitrader.com
Phone: +49 (0)162 8263049

For inquiries and comments,
please email:
editor@avitrader.com

Follow us on
[Linked in](#)

chain, commercial programmes, sales, maintenance and repair operations, transformation and strategy. She currently leads Pratt & Whitney's Military Engines business, where she secured the company's sole-source propulsion position for the F-35 fighter programme, improved F135 engine delivery and quality performance, and expanded sustainment capacity. Eddy will remain with RTX through March 2027 as a special adviser to support the transition. He became President of Pratt & Whitney in 2022 after a more than 40-year career with the company, which began as a flight-line mechanic. During his tenure, Eddy oversaw a multi-year transformation of Pratt & Whitney and production, and sustainment increases for the Geared Turbofan and F135 engine programmes.

THE AIRCRAFT AND ENGINE MARKETPLACE

Commercial Engines

CF34 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CF34-10E6	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
CFM Engines	Sale / Lease	Company	Contact	Email	Phone
(1) CFM56-5C4	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) CFM56-7B26	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(2) CFM56-7B26	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	
(1) CFM56-5B/3					
(1) CFM56-5B4/P	Now - Sale	BBAM	Steve Zissis	info@bbam.com	+1 787 665 7040
(1) CFM56-7B26	Now - Lease				
(1) CFM56-7B26/3	Now - Lease				
(4) CFM56-5B6/P	Now - Sale				
(3) CFM56-5B5/P	Now - Sale				
GEEx Engines	Sale / Lease	Company	Contact	Email	Phone
(2) GEEx-1B74/75/P2	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
LEAP Engines	Sale / Lease	Company	Contact	Email	Phone
(1) LEAP-1B	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) LEAP-1B28	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) LEAP-1B27					

Commercial Engines

PW1000 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) PW1133GA-JM	Now - Lease	Willis Lease	Jennifer Merriam	leasing@willislease.com	+1 (561) 349-8950
(1) PW1524G-3					
(1) PW1100G-JM	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
V2500 Engines	Sale / Lease	Company	Contact	Email	Phone
(1) V2500-A5	Now - Lease	Engine Lease Finance	Declan Madigan	declan.madigan@elfc.com	+353 61 291717
(1) V2533-A5	Now - Sale / Lease	GA Telesis		engines@gatelesis.com	



THE AIRCRAFT AND ENGINE MARKETPLACE

Aircraft and Engine Parts, Components and Misc. Equipment

Description	Company	Contact	Email	Phone
(2) GTCP331-200ER, (2) GTCP131-9A, (1) GTCP131-9B	Setna IO	David Chaimovitz	david@setnaio.com	+1-312-549-4459
(1) A321 Enhanced Landing Gear 2020 OH				
(3) A340 LG Shipset, (1) B777 LG Shipset (3) B737 LG Shipset, (11) A320 LG Shipset, (1) B757 LG Shipset, (1) 767 Shipset	GA Telesis		landinggearsales@gatelesis.com	
(5) 131-9A, (9) 131-9B (Max compliant), (1) APS3200 "C"	GA Telesis		apu@gatelesis.com	+1-954-849-3509
(1) 331-500, (1) PW901, (1) 331-200, (2) 331-350				
Engine stands: CF6-80C2, CFM56-5A/B/C, PW4000, CF34-10, V2500			stands@gatelesis.com	+1-954-676-3111
CFM56-7B major LPT module, CFM56-7B Fan and Boosters				
CF6-80C2: Major LPT Module				
(2) APU GTC131-9B	Willis Lease	Gavin Connolly	gconnolly@willislease.com	+44 1656 765 256
Engine stands now available	Now - Lease			

